

In the Claims:

Claims 1 to 20 (Canceled).

1    21. (Currently amended) An automatic gearbox, for a motor  
2       vehicle, with infinitely-variable transmission ratio, which  
3       may be operated selectively in a constant speed mode in  
4       which a fixed value is prescribed for a desired nominal  
5       value of a motor revolution speed of a motor of the motor  
6       vehicle, and an acceleration mode in which the desired  
7       nominal value of the motor revolution speed can be  
8       increased or reduced in ~~steps~~, plural discontinuous speed  
9       range shifting steps with motor revolution speed jumps  
10       therebetween characterized in that, in the acceleration  
11       mode, respectively in a plurality of said steps, the motor  
12       revolution speed is increasable with a ~~linear~~ respective  
13       virtual transmission ratio in which the motor revolution  
14       speed and a vehicle velocity of the motor vehicle ~~are not~~  
15       ~~directly proportional to one another.~~ vary along a  
16       respective characteristic line of the respective step that  
17       does not pass through a zero point of the motor revolution  
18       speed and the vehicle velocity.

1    22. (Previously presented) The automatic gearbox according to  
2       claim 21, characterized in that after an acceleration  
3       phase, a further stepped motor revolution speed increase or  
4       a stepped motor revolution speed reduction can be set

5 dependent on a position of an accelerator pedal of the  
6 motor vehicle.

1 23. (Currently amended) The automatic gearbox according to  
2 claim 21, characterized in that the shifting steps for  
3 increasing or reducing the motor revolution speed are each  
4 respectively fixed as [[a]] the respective characteristic  
5 line ~~or characteristic field~~ of motor revolution speed  
6 values and vehicle velocity values dependent on a position  
7 of an accelerator pedal of the motor vehicle or dependent  
8 on the vehicle velocity.

1 24. (Currently amended) The automatic gearbox according to  
2 claim 21, characterized in that in the acceleration mode up  
3 to achieving a maximum of the vehicle velocity, five to ten  
4 ~~transmission ratio~~ of the shifting steps are provided.

1 25. (Currently amended) The automatic gearbox according to  
2 claim 24, wherein seven of the ~~transmission ratio~~ shifting  
3 steps are provided.

1 26. (Currently amended) The automatic gearbox according to  
2 claim 21, characterized in that respective separate  
3 ~~transmission ratio~~ ones of the shifting steps are  
4 respectively specified for increasing and for reducing the  
5 motor revolution speed.

1 27. (Currently amended) The automatic gearbox according to  
2 claim 21, characterized in that a minimum motor revolution  
3 speed and a maximum motor revolution speed are associated  
4 with ~~[[a]] the~~ respective ~~transmission-ratio~~ shifting step,  
5 and that when falling below or exceeding the minimum motor  
6 revolution speed or the maximum motor revolution speed a  
7 stepped motor revolution speed change can be triggered.

1 28. (Previously presented) The automatic gearbox according to  
2 claim 21, characterized in that a stepped motor revolution  
3 speed change in the acceleration mode can be activated  
4 depending on a driving program that is selected.

1 29. (Currently amended) The automatic gearbox according to  
2 claim 21, characterized in that a stepped motor revolution  
3 speed change in the acceleration mode can be activated  
4 dependent on a ~~manner in which~~ position of an accelerator  
5 pedal of the motor vehicle is driven. or dependent on the  
6 vehicle velocity or dependent on an acceleration of the  
7 motor vehicle.

1 30. (Previously presented) The automatic gearbox according to  
2 claim 21, characterized in that a control of a stepped  
3 motor revolution speed change is embodied in software in a  
4 control device.

1 31. (Previously presented) A vehicle, characterized in that it  
2 comprises an automatic gearbox according to claim 21.

1 32. (Currently amended) A continuously variable transmission  
2 for a motor vehicle that can drive at a variable vehicle  
3 speed and that has a drive motor which can operate at a  
4 variable motor rotational speed, said transmission  
5 comprising a variator and a controller, wherein:

6 said variator comprises:

7 an adjustable ~~primary cone pulley~~, drive element;

8 an adjustable ~~secondary cone pulley~~, driven element;

9 and

10 a force transmission element linking said ~~primary cone~~  
11 ~~pulley~~ drive element to said ~~secondary cone~~  
12 ~~pulley~~ driven element for force transmission  
13 therebetween;

14 said controller comprises:

15 a control device connected to and adapted to adjust  
16 said ~~primary cone pulley~~ drive element and said  
17 ~~secondary cone pulley~~ driven element so as to  
18 adjust a transmission ratio therebetween through  
19 said force transmission element continuously  
20 between a lowest transmission ratio and a highest  
21 transmission ratio; and

22 a memory storing a control program adapted to control  
23 said control device so as to adjust said  
24 transmission ratio in plural discrete

discontinuous steps with discontinuous jumps of  
said motor rotational speed between successive  
transmission ratio ranges ~~that each respectively~~  
~~have a respective linear transmission ratio~~  
~~characteristic~~ respectively having a respective  
virtual transmission ratio of said motor  
rotational speed relative to said vehicle speed,  
~~and wherein~~ in which respective virtual  
transmission ratio said motor rotational speed  
and said vehicle speed ~~are not directly~~  
~~proportional to each other in at least one said~~  
~~linear transmission ratio characteristic.~~ vary  
along a respective characteristic line that does  
not pass through a zero point of said motor  
rotational speed and said vehicle speed.

33. (Currently amended) The continuously variable transmission  
according to claim 32, wherein said ~~at least one said~~  
~~linear~~ characteristic line of said virtual transmission  
ratio ~~characteristic~~ is defined as  $n = mv + b$ , wherein  $n$  is  
said motor rotational speed,  $v$  is said vehicle speed,  $m$  is  
~~an apparent virtual transmission ratio,~~ a slope of said  
characteristic line defined by a change of said motor  
rotational speed relative to a change of said vehicle  
speed, and  $b$  is an apparent virtual ~~positive or negative~~  
non-zero offset value of said motor rotational speed for a  
zero value of said vehicle speed ~~in said at least one said~~

12 ~~linear transmission ratio characteristic.~~ along said  
13 characteristic line.

1 34. (Currently amended) In a motor vehicle that is adapted to  
2 drive at a variable vehicle speed, and that has a motor  
3 adapted to operate at a variable motor rotational speed, a  
4 continuously variable transmission connected for power  
5 transmission between said motor and at least one drive  
6 wheel of said motor vehicle adapted to drive at said  
7 vehicle speed, and a transmission controller including a  
8 memory storing a control program adapted to control  
9 continuously variable adjustments of a transmission ratio  
10 of said transmission between said motor rotational speed of  
11 said motor and said vehicle speed of said drive wheel,

12 an improvement wherein said control program is  
13 embodied such that, in at least one operating mode, said  
14 transmission ratio is to be adjusted in plural discrete  
15 discontinuous steps with discontinuous jumps of said motor  
16 rotational speed between successive transmission ratio  
17 ranges ~~that respectively have linear transmission ratio~~  
18 ~~characteristics~~ respectively having a respective virtual  
19 transmission ratio of said motor rotational speed relative  
20 to said vehicle speed, ~~and at least one of said linear~~  
21 ~~transmission ratio characteristics is~~ in which respective  
22 virtual transmission ratio said motor rotational speed and  
23 said vehicle speed vary along a respective characteristic  
24 line defined as  $n = mv + b$ , wherein  $n$  is said motor  
25 rotational speed,  $v$  is said vehicle speed,  $m$  is ~~an apparent~~

26 ~~virtual transmission ratio,~~ a slope of said characteristic  
27 line defined by a change of said motor rotational speed  
28 relative to a change of said vehicle speed, and b is an  
29 apparent virtual ~~positive or negative~~ non-zero offset value  
30 of said motor rotational speed for a zero value of said  
31 vehicle speed ~~in said at least one said linear transmission~~  
32 ~~ratio characteristic.~~ along said characteristic line.

[RESPONSE CONTINUES ON NEXT PAGE]